

# SEATTLE CENTER SKATEBOARD PARK REPLACEMENT SITES

## SITE ASSESSMENT

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# 1. INTRODUCTION

The purpose of this report is to evaluate possible locations for the replacement of the City of Seattle's skateboard park at Seattle Center. The Seattle Center skateboard park is located in the Fifth Avenue Parking Lot at Seattle Center, near the intersection of Fifth Avenue North and Republican Street. The City of Seattle has entered into an agreement with IRIS, LLC for the sale of this parking lot for the future home of the Bill and Melinda Gates Foundation. One of the conditions of the sale is that the existing skateboard park within this property be relocated.

New Ventures Group completed a comprehensive site search within the same general vicinity as the existing park and assessed the properties in this study area as potential relocation sites for the skateboard park. This process involved a wide survey of all properties in the study area, available for purchase or not, as well as the analysis and ranking of these sites as to how well they meet certain site selection criteria. The end result of this survey process is a short list of preferred sites.

New Ventures Group created two short lists, one for sites that are owned by a public entity, and one for sites that are privately owned. The study gave preference to sites that could be acquired without significant delay constraints. Lastly, a figure of \$1.2 million was used as a "Preliminary Estimate" of the cost of a replacement site. It is unlikely, however, that a sufficiently large, privately owned site within the study area could be acquired for this amount or less. There is a subjective element in the scoring of sites and in the selection and weighting of evaluation criteria. When two or more sites are scored very closely, other factors outside the Evaluation Criteria are considered in making the final site selection. This study uses a Bonus Criterion for this purpose.

## 2. SUMMARY OF RESULTS

New Ventures Group conducted a thorough assessment of potential skatepark relocation sites within a one-mile radius of Seattle Center. The process began with a broad site survey and the compilation of a long list of properties. This list was narrowed to an expanded short list of candidate sites. Each of these sites was further analyzed and given a score as to how well it met each of the Primary Evaluation Criteria. The highest scoring sites were then separated into two short lists (5 sites that are owned by a public entity and 5 sites that are privately owned). Finally, a Bonus Criterion was applied to the short-listed sites to measure how well each candidate site could accommodate certain “additional desirable features” contemplated for the skateboard park.

Each of the short-listed sites (see Section 6) is capable of accommodating a skateboard park and the scoring of the top sites was very close. Using the Primary Evaluation Criteria only, the top rated publicly owned site was the **First Avenue North Parking Lot** (within Preliminary Estimate of \$1.2 million). The top rated site in the “Sites Privately Owned” category was the **Broad Street Monorail Site** (likely to exceed \$1.2 million). However, once the Bonus Criterion was applied, the **Elliott Avenue Site** emerged as the highest scoring publicly owned site (also within the Preliminary Estimate), while the **Broad Street Monorail Site** remained the highest scoring of the sites in the category “Sites Privately Owned”.

The application of the Bonus Criterion to the short-listed sites resulted in the emergence of the Elliott Avenue Site and a sharp decline in the relative ranking of the First Avenue North Parking Lot site. The latter site was judged incapable of accommodating the “additional desirable features” contemplated for the park, including a basketball court, spectator gallery, and open space for community gatherings.

The Elliott Avenue Site is an excellent example of creative, complementary land use, essentially sharing a prominent urban site with a subterranean utility pump station. The most positive feature of the Elliott Avenue Site is that the construction of a skateboard park at this location would not displace an established use, user, owner, or occupant. This fact, coupled with the site’s ability to house the Bonus Criterion park amenities overcame its relatively lower scores for proximity and accessibility (defined in Section 5).

In general, the Seattle Center sites benefited from the centrality of their location and the direct access to complementary active park amenities. The Seattle Parks and Recreation sites benefited from their complementary park amenities but were generally penalized for locations that are not in close proximity to Seattle Center. Privately owned sites scored poorly as a group due to the uncertainties about their availability. The only properties that met both the cost constraints and timing of acquisition constraints of this project were the publicly owned properties.

### 3. BACKGROUND

The City of Seattle has entered into an agreement with IRIS, LLC for the sale of the Fifth Avenue Parking Lot for the future home of the Bill and Melinda Gates Foundation. One of the conditions of the sale is that the existing skateboard park within this property be relocated prior to completion of construction of the new parking structure.

The first review of potential relocation sites in 2005 resulted in the selection of a site on Elliott Avenue at the foot of Mercer Street. Under consideration was a purchase of the surface rights to this King County-owned site, which also houses a subterranean utility pump station. This location appeared to be an excellent complementary use for this property and some conceptual design was completed for Seattle Parks and Recreation. The skating community was not consolidated in support of this site, however, and an expanded survey of properties was approved. The early selection of the Elliott Avenue Site resulted in a preliminary land acquisition estimate "Preliminary Estimate" of \$1.2 million (an estimate of the cost of the surface rights).

On December 13, 2005, the City of Seattle Department of Finance issued a Request for Proposals to conduct a professional site search and evaluation of possible sites to relocate the skateboard park. New Ventures Group was selected in January 2006.

#### **PROPERTY REQUIREMENT – PRELIMINARY SITE SELECTION CRITERIA**

New Ventures Group's scope was to complete a comprehensive site search in the same general vicinity as the existing park, ideally within a mile radius or less. The Preliminary Site Selection Criteria for potential replacement sites were as follows:

- Should accommodate a minimum 8,500 sq. ft. of skateable area, with 2,000 sq. ft. of support structures
- Should not have constraints that would delay the development of the new skateboard park
- Should be consistent with the Seattle Parks and Recreation Skateboard Park Policy (attached as Appendix 2)
- Should be located in a safe, highly visible, vibrant location at or near public transportation
- Should be capable of providing adequate parking and drop-off

The site should also be able to accommodate the following design criteria:

- Ability to attract and retain users
- Comfort facility (e.g., restroom, drinking fountain)

In addition to the Preliminary Site Selection Criteria above, there is also a Bonus Criterion. Extra consideration should be given to sites if they offer the following:

- Can accommodate a full-sized basketball court
- Have expansion potential
- Can accommodate a spectator gallery
- Have community-gathering potential

The Bonus Criterion is applied if the primary evaluation results in a close scoring with no clearly superior site option.

## 4. METHODOLOGY

The methodologies used in both the site search and evaluation of individual relocation sites are fairly typical in the siting of public facilities. First, property requirements were defined based on the user's needs and some of the more basic Preliminary Site Selection Criteria such as size, location, and topography. Next, a broad site survey was conducted within the study area for sites that meet the preliminary criteria and a long list was created. The survey considered City-owned property, property owned by other public entities, and privately owned property. The survey included properties that were available for sale and properties that were not available for sale. In some cases the survey considered sites that were outside the study area, but they were included only if they were exceptional in some respect.

After the long list was compiled, there was an elimination process for removal of sites that were clearly inferior in terms of meeting the preliminary selection criteria. The result of the elimination process was an expanded short list of sites that warranted a more detailed evaluation. This evaluation was an assessment of how each site met a set of Primary Evaluation Criteria.

Unlike the Preliminary Site Selection Criteria, the Primary Evaluation Criteria include a weighting for evaluation purposes. They are still based on user requirements, policy, and established public facility planning and siting standards. However, they were then assigned a weighting, and each site was evaluated based on the list of weighted criteria. For each criterion the site was given a score from 1-5, and the sites were then ranked in order of overall aggregate score (5 being the maximum score).

The highest scoring site is not necessarily the superior site in all respects. There is a subjective element in the scoring of sites and weighting of the respective site selection criteria. However, the scoring of sites is a systematic process of comparing the listed properties in a number of important areas and it highlights both positive and negative qualities. The process resulted in a short list consisting of five properties.

### TWO SHORT LISTS

In this project there were two short lists – one for "Sites Owned by Public Entity" and one for "Sites Privately Owned".

## 5. SITE SELECTION CRITERIA

### I. Primary Evaluation Criteria

The Primary Evaluation Criteria used in assessing potential relocation sites for the skateboard park are partly based on the Property Requirements and Preliminary Site Selection Criteria described in Section 3. These requirements include many of the characteristics of the existing skateboard park, including size, amenities, and general location, as well as the guidelines provided in the Parks and Recreation Skateboard Park Policy. In addition, sites were judged based on (a) their compliance with general site planning standards such as compatibility with adjacent land uses, and (b) public facility siting criteria such as the impact on the surrounding community and the extent to which the site acquisition would displace another use or occupant.

Using these guidelines, policy, and principles, New Ventures Group established draft site selection criteria for the review and comment of representatives of each of the City of Seattle Finance Department, Seattle Parks and Recreation, and Seattle Center. The result of this review was agreement on the final Primary Evaluation Criteria and the weight that should be applied to each in the evaluation process. The list is as follows:

	<u>Criteria</u>	<u>Weighting %</u>
A	Accessibility	15%
B	Proximity	10%
C	Comfort Facility / Other Park Facilities	5%
D	Minimal Impact on Surrounding Community	20%
E	Safety	20%
F	No Strong, Established Use at that Location	20%
G	Available / No Delay Constraint	10%

#### A. Accessibility (15%)

The evaluation of a site's accessibility considered (a) the existence of, or potential for, a pick-up and drop-off, (b) the proximity of, or access to, public transportation, and (c) convenience of access by foot or vehicle.

#### B. Proximity (10%)

The study area had an approximate radius of one mile from the Seattle Center. Sites would receive better scores the closer they were to the center. Sites were considered outside this radius only if they were exceptional in another respect.

#### C. Comfort Facility / Other Park Facilities (5%)

This category measured the existence of a desirable park setting, as well as the existence of, or potential for, comfort facilities and other desirable park facilities including restrooms, seating, and open space.



#### D. Minimal Impact on Surrounding Community (20%)

The evaluation of the impact of a skateboard park in potential relocation sites included the site's potential for mitigation. The principal impact on neighboring properties is anticipated noise. The impact of noise was deemed greater in a quiet residential community than it would be in a busy commercial location where existing noise levels are relatively high already. If a site had potential for noise mitigation it would merit a relatively higher score.

#### E. Safety (20%)

Safety considerations included "high visibility for passive surveillance", proximity to traffic and "known loitering areas", and any other perceived safety risks. The ideal site from a safety standpoint would be located in an active park setting, within view of park users, distant from any unsafe conditions, and having safe accessibility on foot, by public transportation, and by drop-off. The sites were evaluated in their existing state as opposed to how they might score after safety mitigation.

#### F. No Strong, Established Use at that Location (20%)

A critical criterion in siting public facilities is the degree to which the facility displaces an existing use, user, owner or occupant. In some cases the displacement is obvious (e.g. the elimination of a business or resident) and sometimes it is less obvious (e.g. the elimination of a parking lot or park open space). There is no question that the elimination of park open space is the displacement of a "strong, established use", especially in an urban setting in which open space is rare. In general, however, the more densely a property is developed and the more actively it is used, the greater the "established use".

#### G. Available / No Delay Constraints (10%)

The sale of the Fifth Avenue Parking Lot to Iris, LLC is contingent on the relocation of the skateboard park within a time constraint. Consequently, the sites that scored well in this measure were the publicly owned sites.

## II. Bonus Criterion (Additional 10%)

In addition to the Primary Evaluation Criteria above, there is also a Bonus Criterion. Extra consideration was given to sites if they offer the following:

- Can accommodate a full-sized basketball court
- Have expansion potential
- Can accommodate a spectator gallery
- Have community gathering potential

## 6. SHORT LIST OF SITES

After the long list of sites was compiled there was an elimination process for removal of sites that were clearly inferior in terms of meeting the preliminary selection criteria. The result of the elimination process was an expanded short list of sites that warranted a more thorough evaluation. The highest scoring sites were separated into two short lists (5 sites owned by public entity and 5 sites that are privately owned).



## I. Primary Evaluation Criteria Only

New Ventures Group's further evaluation of the sites involved a scoring system in which each site was graded from 1-5 as to how well it met the 7 Primary Evaluation Criteria.

### Short List – Primary Evaluation Criteria Only

#### Sites Owned by Public Entity

Site	Owner	Score
1 <sup>st</sup> Ave. N Parking	SC	4.47
S. Lake Union Park	SPR	4.42
Interbay T-ball	SPR	4.35
Elliott Ave. Site	OP	4.33
Fun Forest	SC	4.28

#### Sites Privately Owned

Site	Owner	Score
Broad Street Monorail	OP	4.47
Ride the Duck Lot	PR	4.28
Interbay Monorail	OP	4.20
Denny Playfield	PR	4.02
KOMO Parking	PR	3.82

#### OWNER LEGEND

SPR	Seattle Parks and Recreation
SC	Seattle Center
OP	Other Publicly Owned
PR	Privately Owned

See Appendix 1 for a property profile on each of the short-listed sites.

Note: The Broad Street Monorail and Interbay Monorail sites are currently being offered for sale to the public and are treated as "Sites Privately Owned" in this study.

## II. Bonus Criterion Added

Finally, the short-listed sites were evaluated based on both the Primary Evaluation Criteria and the Bonus Criterion. The Bonus Criterion can add a maximum of 0.5 to the score. The Bonus Criterion was applied only to those sites that made the Primary Evaluation short lists above. The results were as follows:

### Short List – Bonus Criterion Added

#### Sites Owned by Public Entity

Site	Owner	Score	Bonus	Score
Elliott Ave. Site	OP	4.33	0.5	4.83
S. Lake Union Park	SPR	4.42	0.3	4.72
Interbay T-Ball	SPR	4.35	0.3	4.65
Fun Forest	SC	4.28	0.2	4.48
1 <sup>st</sup> Ave. N Parking	SC	4.47	0	4.47

#### Sites Privately Owned

Site	Owner	Score	Bonus	Score
Broad Street Monorail	OP	4.47	0.4	4.87
Ride the Duck Lot	PR	4.28	0.4	4.68
Denny Playfield	PR	4.02	0.4	4.42
Interbay Monorail	OP	4.2	0.3	4.50
KOMO Parking	PR	3.82	0.5	4.32

### OWNER LEGEND

SPR	Seattle Parks and Recreation
SC	Seattle Center
OP	Other Publicly Owned
PR	Privately Owned

See Appendix 1 for a property profile on each of the short-listed sites.

Note: The Broad Street Monorail and Interbay Monorail sites are currently being offered for sale to the public and are treated as “Sites Privately Owned” in this study.

## 7. SITE EVALUATION

### I. Primary Evaluation Criteria Only

The highest scoring sites based on Primary Evaluation Criteria alone were the **First Avenue North Parking Lot** at Seattle Center (within the \$1.2 million Preliminary Estimate) and the **Broad Street Monorail** site (additional funding required). Both of these locations benefited from their proximity to the Seattle Center, immediate availability, and absence of a strong, established use or occupant that would face displacement. They were also judged to be safe and convenient locations.

On the negative side, neither site can offer a park setting with complementary active park uses and comfort facilities. The First Avenue North lot is part of Seattle Center, however, and users would have these amenities within walking distance. The Broad Street Monorail Site is separated from Seattle Center by Broad Street, but it is a vacant site with enough land to accommodate comfort facilities and other limited park amenities.

The **Interbay T-ball** and **South Lake Union Park** sites both offer a park setting, comfort features, and complementary park features. However, the Interbay T-ball site scores poorly on proximity to the existing skatepark, and South Lake Union Park would have to move another park use to accommodate the skatepark in its master plan.

The **Elliott Avenue Site** offers a complementary land use unlike any other site in the study. This site offers the possibility of combining two active uses at the same location by placing the skatepark above an underground utility pump station. The surface rights to this site were estimated to cost \$1.2 million.

The **Ride the Duck Lot** benefited from its proximity to Seattle Center and the existing skatepark, and it offers the opportunity to add to the Seattle Center campus. Its availability is in question, however. In fact, the availability of all the privately owned sites is uncertain given the time frame of this relocation project. Consequently, all the privately owned sites scored poorly in this regard.

### II. Bonus Criterion Added

The highest scoring sites after adding the Bonus Criterion were the **Elliott Avenue Site** (publicly owned) and the **Broad Street Monorail** site (privately owned). Each of these sites is large enough to offer the opportunity to plan and create other park features and create a multi-purpose active park. The Elliott Avenue Site is large enough that it could accommodate a basketball court, as well as landscaped open spaces and buffers from adjacent uses. Further, this site could accommodate off-street parking, thereby addressing a perceived negative characteristic of this site – its accessibility.

The monorail site is not large enough to accommodate more than the sports features and comfort facilities, but its proximity to Seattle Center would enable users to take advantage of the numerous amenities and offerings on the main campus.

## 8. FINALIST SITES

### I. SITES - PUBLICLY OWNED

#### 1. Elliott Avenue Site

The Elliott Avenue Site is owned by King County and is the home to a subterranean utility pump station. The surface rights to this site were made available at a cost of \$1.2 million; an initial evaluation number provided by King County that has not been the subject to negotiation. There is sufficient land to incorporate the skatepark into a multi-use active park, including basketball court and landscaped open space.

Positives:

- Excellent example of complementary land use
- Does not displace an existing use
- Minimal neighborhood impact
- Receives Bonus Criterion maximum credit for site's capacity to accommodate added skatepark features

Negatives:

- Proximity to existing skatepark
- Fewer public transportation stops

#### 2. First Avenue North Parking Lot

The First Avenue North Parking Lot located at the northeast corner of 1<sup>st</sup> Avenue and John Street is owned by Seattle Center and is part of the Seattle Center campus. Currently, it is operated as a surface parking lot. Traffic entering the Key Arena parking structure uses a drive lane that bisects this parking lot.

Positives:

- Close to existing skatepark (it is on Seattle Center property)
- Users can take advantage of Seattle Center amenities
- Not displacing a strong, established use
- Lesser neighborhood impact. Adjacent uses compatible.

Negatives:

- Uncertainty about Key Arena renovation plan and possible requirement for part of the site as a construction staging area
- Small size. Regardless of the Key Arena plan, the site is not large enough to support added comfort facilities and park amenities.
- Scores poorly in the Bonus Criterion measuring the site's capacity to accommodate added skatepark features

### 3. South Lake Union Park

South Lake Union Park is located at the south end of Lake Union at Mercer Street and Westlake Avenue. The park has undergone a multi-year planning process and has started construction. The master plan for this park would require amendment in order to accommodate a skateboard park.

#### Positives:

- Park setting, existence of complementary park amenities
- Accessibility
- Not displacing a strong, established use

#### Negatives:

- Would require amendment to park development master plan
- Current park plan has been completed

### 4. Interbay T-ball

The Interbay T-ball area is located within the existing Interbay Athletic Complex. A skatepark would be a complementary use, but it would displace a portion of a playfield currently used for baseball practice and t-ball games.

#### Positives:

- An established, active park and athletic complex with additional comfort and support facilities, as well as complementary activities
- Minimal impact on surrounding community

#### Negatives:

- Distance from Seattle Center skatepark
- Close proximity to Ballard (existing) and Woodland Park (planned) skateboard facilities

### 5. Fun Forest

The Fun Forest is the amusement park and arcade located within Seattle Center. The site has a long-established use as an amusement park. It would be necessary to displace a portion of the amusement park to accommodate the skatepark. The Fun Forest is also under a long-term lease with an operator.

#### Positives:

- Active park
- Close to existing skatepark
- The Seattle Center is very accessible and offers numerous comfort facilities, park amenities, and complementary activities

#### Negatives:

- Currently under master lease to a private operator
- Would displace an established use

## II. SITES - PRIVATELY OWNED

### 1. Broad Street Monorail

The Broad Street Monorail site is one of the surplus sites offered for sale by the Seattle Monorail Project. The site is being offered for public bid. Acquisition cost is unknown.

Positives:

- Close to existing skatepark
- Available
- Not displacing a strong, established use
- Receives Bonus Criterion for site's capacity to accommodate added skatepark features

Negatives:

- Acquisition cost unknown
- Acquisition period could result in extended delay

### 2. Ride the Duck Lot

The Ride the Duck site is a privately owned site not currently for sale. Cost and availability are two unknowns for the property. The site is well located, adjacent to the existing skatepark site and Seattle Center.

Positives:

- Close to existing skatepark
- Users can take advantage of Seattle Center amenities
- Additional property can be assembled to accommodate other uses

Negatives:

- Availability and cost unknown
- Acquisition period could result in extended delay

### 3. Interbay Monorail

The Interbay Monorail site is one of the surplus sites offered for sale by the Seattle Monorail Project. The site is being offered for public bid. Acquisition cost is unknown. The site is in close proximity to the Interbay Athletic Complex.

Positives:

- Park amenities nearby
- Not displacing a strong, established use

Negatives:

- Availability and cost unknown
- Acquisition period could result in extended delay



#### 4. Denny Playfield

The Denny Playfield is an interim use. The site is currently being held for future development by Vulcan Northwest. Acquisition cost and availability are unknown.

Positives:

- Close to existing skatepark
- Park amenities nearby
- Not displacing a strong, established use

Negatives:

- Availability and cost unknown
- Acquisition period could result in extended delay

#### 5. KOMO Parking

The KOMO Parking site is a privately owned site that is not currently for sale. Cost and availability are two unknowns for the property. The site is well located adjacent to the existing skatepark site and Seattle Center.

Positives:

- Close to existing skatepark

Negatives:

- Availability and cost unknown
- Acquisition period could result in extended delay

## APPENDIX 1

### Property Profile for Short-Listed Properties

1. 1<sup>st</sup> Ave. N Parking
2. Broad Street Monorail
3. Denny Playfield
4. Elliott Ave. Site
5. Fun Forest
6. Interbay Monorail
7. Interbay T-ball
8. KOMO Parking
9. Ride the Duck Lot
10. S. Lake Union Park

## 1st Ave. N Parking



### Property Profile

<u>Address</u>	<u>Parcel No.</u>	<u>Lot S.F.</u> (* portion)	<u>Zoning</u>	<u>2006 Total</u> <u>Assessed Value</u>	<u>Current Use</u>
232 1st Ave. N	1989201515	* 54,828	NC3-65	\$5,579,200  \$102 / SF	Surface Parking Lot and Pottery Studio

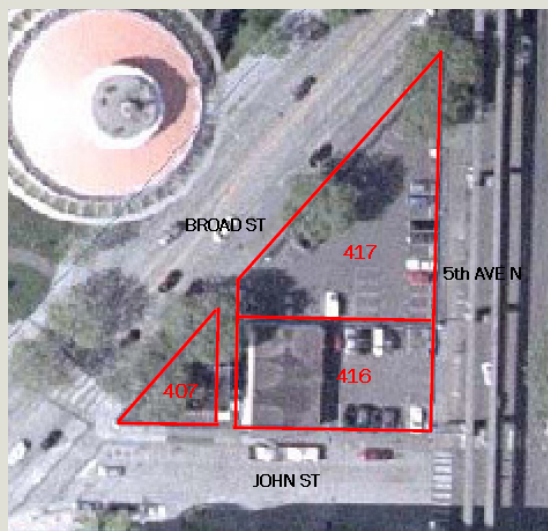
Owner: City of Seattle (Seattle Center)

### Description

Located at the northeast corner of 1<sup>st</sup> Ave. N and John St. across the street from the south side of Key Arena.

Site is currently operated as a surface parking lot and houses a pottery studio. Traffic entering the Key Arena parking structure uses a drive lane that bisects this parking lot.

## Broad Street Monorail



### Property Profile

<u>Address</u>	<u>Parcel No.</u>	<u>Lot S.F.</u>	<u>Zoning</u>	<u>2006 Total Assessed Value</u>	<u>Current Use</u>
417 Broad St.	1991200390	10,186	SM-85	\$ 1,120,400	Vacant — Surface Parking
416 John St.	1991200075	6,780	SM-85	\$ 746,800	Vacant Land
407 Broad St.	1991200095	<u>1,885</u>	SM-85	<u>\$ 208,300</u>	Commercial — Restaurant
Total		18,851		\$ 2,075,500 \$110 / SF	

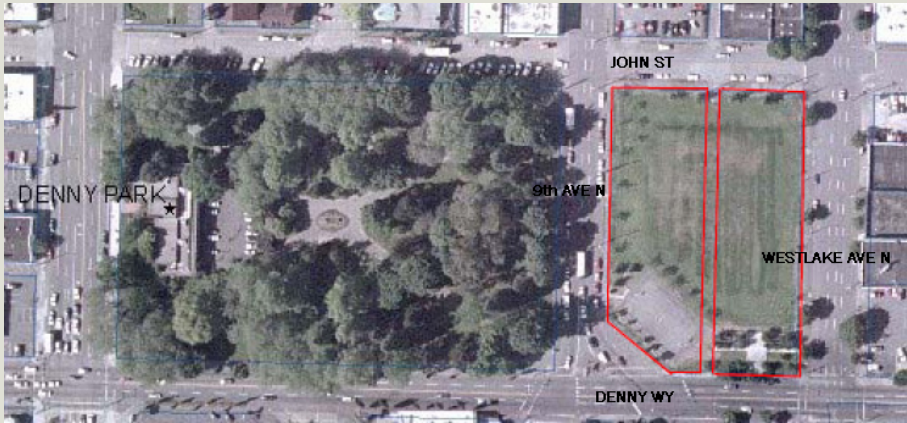
Owner: Seattle Monorail Project

### Description

Located at the intersection of Broad St, John St, and 5th Ave. N across the street from the Space Needle. The site is level and visible from all sides. The parcel at 417 Broad is fenced and well lit.

Site is currently for sale by public bid. The parcels at 417 and 416 are vacant and the parcel at 407 is currently leased to a restaurant.

Denny Playfield



Property Profile

<u>Address</u>	<u>Parcel No.</u>	<u>Lot S.F.</u>	<u>Zoning</u>	<u>2006 Total Assessed Value</u>	<u>Current Use</u>
101 Westlake Ave. N	1986200035	79,256	SM-125	\$11,119,400 \$140 / SF	Playfield and South Lake Union Presentation Center

Owner: City Investors (Vulcan)

Description

Located on Denny Way between Westlake Ave. N & 9th Ave. N immediately east of Denny Park. The site is level and visible from all four sides.

Site is privately owned and now for sale. Currently the property serves as the interim site of the South Lake Union Presentation Center and also accomodates a basketball court and open playfield.

## Elliott Ave. Site



### Property Profile

<u>Address</u>	<u>Parcel No.</u>	<u>Lot S.F.</u> (* portion)	<u>Zoning</u>	<u>2006 Total</u> <u>Assessed Value</u>	<u>Current Use</u>
600 Elliott Ave. W	7666202035	*23,600	IC-45	\$1,416,000	Vacant Land
601 Elliott Ave. W	7666202060	*75,789	IC-45	<u>\$24,832,000</u>	Sewer Facility
	Total	*99,389		\$26,248,000	
				\$ 264 / SF	

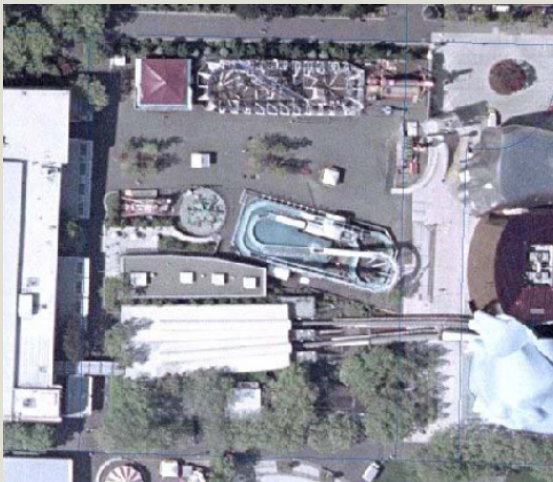
Owner: King County

### Description

Located on west side of Elliott Ave. E at Mercer St. Site is level and highly visible from Elliott.

Site is currently the home to a subterranean Sewer/treated waste pump station.

Fun Forest



Property Profile

<u>Address</u>	<u>Parcel No.</u>	<u>Lot S.F.</u> (* portion)	<u>Zoning</u>	<u>2006 Total</u> <u>Assessed Value</u>	<u>Current Use</u>
305 Harrison St.	1985200550	*137,172	NC3-85	\$18,655,000 \$136 / SF	Amusement Park

Owner: City of Seattle (Seattle Center)

Description

Located within the Seattle Center north of the Monorail Station and in between Experience Music Project (EMP) and Center House.

Site is currently an amusement arcade.

## Interbay Monorail



### Property Profile

<u>Address</u>	<u>Parcel No.</u>	<u>Lot S.F.</u>	<u>Zoning</u>	<u>2006 Assessed Value</u>	<u>Current Use</u>
3036 16th Ave. W	2770602910	6,000	C2-40	\$250,200	Vacant House
3032 16th Ave. W	2770602915	6,000	C2-40	\$338,000	Vacant House
3026 16th Ave. W	2770602920	6,000	C2-40	\$300,000	Vacant Land
3020 16th Ave. W	<u>2770602920</u>	<u>6,000</u>	C2-40	<u>\$301,000</u>	Multifamily (Four-Plex)
		24,000		\$1,189,200	
				\$49 / SF	

Owner: Seattle Monorail Authority

### Description

Located across the street from the north end of the Interbay Athletic Complex where the baseball field is situated. The sites are level and clearly visible from 16th Ave. W.

Site is currently for sale by public bid. The parcels at 3036 and 3032 contain unoccupied homes, and the parcel at 3020 is leased to multifamily tenants.



Interbay T-ball



Property Profile

<u>Address</u>	<u>Parcel No.</u>	<u>Lot S.F.</u> (* portion)	<u>Zoning</u>	<u>2006 Total</u> <u>Assessed Value</u>	<u>Current Use</u>
2501 15th Ave. W.	2771108090	* 1,999,839	C2-40	\$9,493,000	Golf course, athletic fields
				\$5 / SF	

Owner: City of Seattle Parks Department

Description

Located toward the north side of the property, accessed via 17th Ave. W off Dravus in Interbay. The portion of the property suitable for a skateboard park is located adjacent to the baseball field. The site is level and visible from the athletic fields.

Site is currently being used as a t-ball field and baseball practice area.

# KOMO Parking



## Property Profile

<u>Address</u>	<u>Parcel No.</u>	<u>Lot S.F.</u>	<u>Zoning</u>	<u>2006 Total Assessed Value</u>	<u>Current Use</u>
2720 4th Ave.	069000355	13,795	DMR/R - 125/65	\$2,069,200  \$150 / SF	Surface Parking Lot

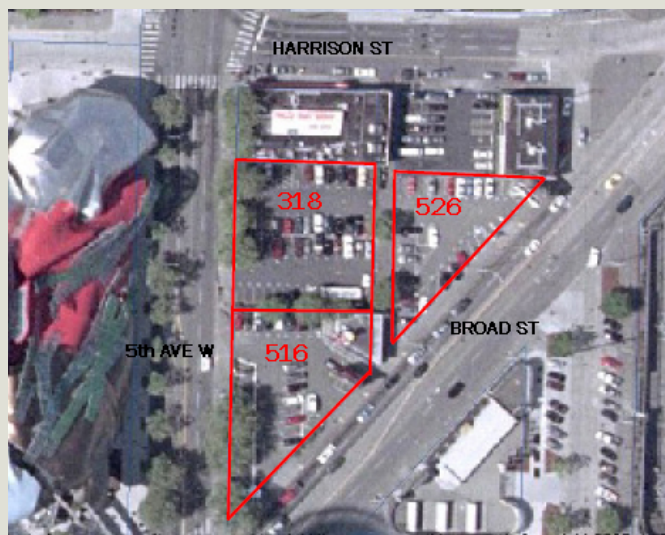
Owner: Fisher Broadcasting

## Description

Located at the intersection of Denny Way and 4th Ave. N one block south-east of Pacific Science Center and the Space Needle. The site is level and highly visible from both Denny and 4th Ave.

Site is privately owned and not currently for sale. Currently the property serves as auxiliary parking for Fisher Broadcasting.

## Ride the Duck



### Property Profile

<u>Address</u>	<u>Parcel No.</u>	<u>Lot S.F.</u>	<u>Zoning</u>	<u>2006 Total Assessed Value</u>	<u>Current Use</u>
318 5th Ave. N	1991200390	13,560	NC3-85	\$1,288,200	Surface Parking Lot
516 Broad St.	1991200375	12,430	NC3-85	\$1,181,800	Commercial: Ride the Duck
526 Broad St.	1991200340	<u>8,396</u>	NC3-85	<u>\$797,600</u>	Surface Parking Lot
Total		34,386		\$3,267,600 \$95 / SF	

Owner: Diamond Parking

### Description

Located at the intersection of Broad St. and 5th Ave. N across the street from Experience Music Project at the Seattle Center. Site is level and visible from both Broad and 5th Ave.

Parcels are privately owned and not currently for sale. Parcel 516 is the location of Ride the Duck tours and parcels 318 and 526 currently serve as surface parking lots.

# S. Lake Union Park



## Property Profile

<u>Address</u>	<u>Parcel No.</u>	<u>Lot S.F.</u> (* portion)	<u>Zoning</u>	<u>2006 Total</u> <u>Assessed Value</u>	<u>Current Use</u>
900 Westlake Ave. N	4088803600	* 72,742	C2-40	\$4,364,500	Park
				\$60 / SF	

Owner: City of Seattle Parks Department

## Description

Located on the south shores of Lake Union on Westlake Ave. N near Mercer St. The site is level and highly visible from all angles.

Site is currently being redeveloped to accommodate multiple park uses.

## APPENDIX 2

### City of Seattle Parks and Recreation Skateboard Park Policy

# Department Policy & Procedure

City of Seattle



Subject: <b>Skateboard Park Policy</b>		Number 060-P 7.18
		Effective August 14, 2003
		Supersedes N/A
Approved: 	Department: Parks & Recreation	Page 1 of 3

## 1.0 PREFACE

Seattle Parks and Recreation recognizes skateboarding as a healthy and popular recreational activity and a legitimate use to be accommodated in the parks system. The Department seeks to develop skateboard parks at selected sites in the city to serve a variety of skill levels.

## 2.0 PURPOSE

To create a policy, general criteria and guidelines for the development and operation of skateboard parks in Seattle parks.

## 3.0 ORGANIZATIONS AFFECTED

3.1 Seattle Parks and Recreation

3.2 Seattle park users including members of the skateboarding community

## 4.0 REFERENCES

4.1 Seattle Park and Recreation Plan 2000

4.2 Public Involvement Policy for Proposals to Acquire Property, Initiate Funded Capital Projects, or Make Changes to a Park or Facility 060-P1.9.2

## 5.0 POLICY

5.1 It is the policy of Seattle Parks and Recreation:

5.1.1 To seek public input on the development and operation of skateboard parks in a manner consistent with Reference 4.2.

5.1.2 To develop publicly-owned skateboard parks in the City of Seattle consistent with Reference 4.1. Generally, skateboard parks should include components that serve a variety of skill levels. Skateboard parks that serve specific skill levels can be considered in the context of the site.

## 6.0 SITING CRITERIA

- 6.1 Skateboard park sites should consider adjacent uses and potential noise impacts. Sites should be selected where impacts to surrounding neighbors can be minimized and mitigation measures can be maximized.
- 6.2 Different considerations may apply for sites that serve specific skill levels. The following does not preclude consideration of site specific features that may be appropriate depending on the skill level including fencing, lighting, community-generated art, etc.
- 6.2.1 Skateboard park sites should:
- be developed as part of a larger park space that provides other park amenities.
  - be located to provide maximum visibility in and through the skateboard park area.
  - be located near public transportation (i.e. bus routes).
  - have a code of conduct.
- 6.2.2 Ideal skateboard park locations would include:
- spectator accommodations (i.e. seating and/or viewing area).
  - community generated art.
  - a drinking fountain.
  - a bike rack.
  - restroom facilities within the park.
- 6.3 The department will seek to distribute facilities throughout the City, with the goal of providing at least one skateboard park in each quadrant of the City, and generally will not seek to develop skateboard parks as stand alone facilities.

## 7.0 SKATEBOARD PARK DESIGN AND CONSTRUCTION

- 7.1 Skateboard-park design will be created through a public involvement process consistent with the Department's existing Public Involvement Policy.
- 7.2 Skateboard-park design will be consistent with any applicable Department design standards.
- 7.3 The Department will use consultants/designers who have experience in the design of skateboard parks.
- 7.4 Skateboard parks may be designed and then constructed in phases.
- 7.5 Design and materials selection will consider available products which mitigate ongoing maintenance costs, aid in noise reduction and increase safety.
- 7.6 Design elements within the park should be spaced so participants can maneuver and recover without interfering with other users or another element. Also elements requiring different

skill levels should be situated so that users of different levels do not interfere with one another.

- 7.7 The Department will provide signage as to the specific rules of conduct for each skateboard park. Signage may include hours of use, recommendations for helmets and padding, prohibition of other uses such as in-line skates or bikes, presence of supervision, etc.

## 8.0 SKATEBOARD PARK MAINTENANCE AND OPERATIONS

- 8.1 The Department will consider contracting with a qualified organization to operate and maintain skateboard parks.
- 8.2 A fee may be charged at some facilities for special events.
- 8.3 No amplified music will be played at the facilities unless permitted for a special event.
- 8.4 Use of skateboard parks will not be directly supervised by Park and Recreation staff.
- 8.5 Use of skateboard parks by in-line skaters will be permitted when the Department determines such uses can be safely accommodated. The Department may limit non-skateboarding use of the skateboard parks.



## APPENDIX 3

### Response to Seattle Center Skateboard Park Replacement Sites Assessment

1. Seattle Center
2. Seattle Parks and Recreation



March 27, 2006

**To :** Aaron Bert, Department of Finance

**From :** Ned Dunn, Seattle Center Representative to Site Evaluation Committee  
Via Robert Nellams, Seattle Center Acting Director Designee

**Subject:** **Seattle Center Response to Skateboard Park Site Selection Consultant Report – For Inclusion in Departments' Comments Section of Final Report**

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Below are Seattle Center's comments on the draft Site Assessment report prepared by New Ventures Group regarding replacement sites for the Seattle Center Skateboard Park. Seattle Center was represented on the oversight committee that worked with the consultants by Ned Dunn, the Center's Capital Budget Manager. The committee was involved with consultant selection, with providing background information to the consultant team, and with reviewing site evaluation criteria development by the consultants. Proposed sites were selected, evaluated and scored independently by the consultant team. The consultant team's scoring does not reflect any comments from departments after the projects were scored. In this memorandum, Seattle Center is providing comments, clarification, and in some places expressing differences regarding the scoring of sites by the consultants.

#### **1<sup>st</sup> Avenue North Parking Lot Site**

Seattle Center has significant differences with how this site was scored.

Impact on Surrounding Community – Of the three consultant evaluators, two gave this site a "5" and the other gave it a "4" (on a scale of 0 to 5) for this site having "minimum impact on the surrounding community" and "maximum potential for mitigation". We believe this is simply incorrect. With multiple apartment buildings directly across the street to the south, and one directly across the street to the west, this site has more residents in close proximity to the site than any other finalist site. In addition to the size constraints on the site, the proximity to residents was the primary downside to this site when Seattle Center did our internal evaluation of this site last spring. There is very little that could be done to mitigate the noise impact on nearby neighbors, as the constraints of the site require that a skateboard park be pushed right up against the southern edge of the site.

Size Constraints – This potential site does not meet the minimum site size qualifications established at the outset of this process that sites "must be a minimum of 8,500 SF skateable area, with 2,000 SF of support structures" or 10,500 SF. We can squeeze in a total site of 8,900 SF by bringing the site to the edge on all sides. There is no room for any support structures. The site is tightly constrained by streets and sidewalks to the south and west, by the garage entry/exit lanes to the north, and by the exit lane/alleyway (and planned future truck ramp for KeyArena) to the east. As noted in the comment below, the available square footage would be further reduced if the proposed KeyArena renovation plan were



implemented. Seattle Center also looked at the portion of the surface parking lot north of the entry/exit lanes and disqualified this site based on its small size -- approximately 6,700 SF (even less if the proposed KeyArena renovation plan were implemented). In between the south and north parts of the lot are two entry/exit drive lanes into the adjacent First Avenue North Parking Garage. These drive lanes cannot be moved as they line up directly with the interior ramps in the garage.

Impact of KeyArena Renovation Plan – A key element of the proposed KeyArena renovation plan is a new truck-loading drive/ramp running in-between the 1<sup>st</sup> Avenue North Garage and the adjacent surface parking lot. The truck-loading drive/ramp starts at the surface at John St. and runs along the east side of the 1<sup>st</sup> Avenue North skateboard park site, and then goes underground and runs under Thomas Street to the KeyArena event level. This drive/ramp would reduce the available square footage at the skateboard park site by 1,200 SF, reducing the total site area to 7,700 SF, well below that of the existing skateboard park in Lot 2. In addition, there would be significant disruption of the site during a proposed two-year construction window, with the site very likely needing to be shut down during some of this time.

Strong, Established Use – We would disagree with scores of "5" and "4" for "Strong, Established Use" (higher scores meaning there is not a strong, established use), as this surface parking lot is heavily used for KeyArena events and the adjacent garage is exclusively used by Sonics premium ticket holders during the basketball season.

### **Fun Forest Site**

Strong Established Use and Available / No Delay Constraint – Seattle Center does not view the Fun Forest as an "Available" site for replacement of the Seattle Center skateboard park. The Fun Forest has been in continuous operation since the 1960's and the operators of the Fun Forest have a lease with the City for their site running until 2014. In evaluating possible sites on the campus last spring, we listed the Fun Forest as a possible alternative in conjunction with the plans for the new monorail, which would have resulted in the demolition of the existing monorail station. If the new monorail had gone forward, we anticipated some reconfiguration of the Fun Forest leasehold area when the old monorail station was demolished. (Under the new monorail plan, there were to be two monorail stations at Seattle Center, one adjacent to KeyArena, and one just across Broad Street from the campus. The old station would no longer be used and would be taken down.) Now that the existing Seattle Center Monorail will remain in operation, the existing station will remain, and is proposed for renovation. If the use of the Fun Forest space is to change at some point in the future, Seattle Center will include future uses in a master planning process to determine the best future use of this area, which is located right in the heart of the Seattle Center campus.

### **Ride the Ducks Lot**

Seattle Center would just like to note that in the City Council Adopted Seattle Center Master Plan, the entire triangle block which includes the Ride The Ducks lot is envisioned as green, open space -- a logical extension of the Broad Street Green. As the areas around Seattle

Center grow in population density, the Center's role in providing green open space in the middle of the city becomes more and more important.

### **Basketball Court Relocation**

The closing of the sale of Seattle Center Parking Lot 2 to the Bill & Melinda Gates Foundation is contingent on the relocation of both the existing skateboard park and basketball court located on Lot 2. As noted in the consultant report, space to accommodate a basketball court as well as a skateboard park was a bonus criterion in evaluating sites. This is consistent with the Siting Criteria established by the Department of Parks and Recreation that say, "Skateboard park sites should be developed as part of a larger park space that provides other park amenities." If the site selected for a replacement skateboard site is not able to accommodate a basketball court as well, then we want people to be aware that we need to keep working to identify a site for relocation of the basketball court.

Thank you for the opportunity for Seattle Center to comment on the Skateboard Park Site Selection Consultant Report.

cc: John Franklin, Mayor's Office  
Virginia Anderson, Seattle Center Director  
Ned Dunn, Seattle Center  
Ken Bounds, Superintendent of Parks and Recreation  
Susan Golub, Department of Parks and Recreation  
Cheryl Swab, DOF



## Memorandum

TO: Aaron Bert  
FROM: Susan Golub, Superintendent's Office  
DATE: March 27, 2006

SUBJECT: Seattle Center Skatepark Replacement – Response to Consultant's Report

### **General Comments on Site Assessment Study**

Parks and Recreation has evaluated the Site Assessment for the Seattle Center Skateboard Park Replacement Sites conducted by the New Ventures Group. In general, we agree with the approach taken by the consultants, concurring with the site selection criteria and the weighting that was applied to those criteria. However, we strongly disagree with the application of the criteria and the resulting scoring, particularly for South Lake Union Park.

We would also like to point out that the \$1.2 million budget for the purchase from King County of the surface rights to the Elliott Avenue property is an estimate provided by the County. Parks property management staff has not conducted an evaluation of the County's estimate, which will be the next step in the purchase process, should a decision be made to proceed with the skatepark at the Elliott location.

### **South Lake Union Park**

South Lake Union Park is ranked second on the list of sites with "no additional budget allocation required." This ranking does not recognize reality. There is an adopted design for the Park which is designed to create a maritime themed experience, emphasizing waterfront access and maritime and neighborhood history. The design is the culmination of extensive public review over many years; in fact, public planning for a new park at the south end of Lake Union has been in the works since 1989! Maritime heritage has been a central, defining element in the park since the beginning. It is a critical element in the original Master Plan adopted in 1991. The Master Plan Update, adopted in 2000 after thorough public process, further emphasizes the maritime heritage theme and identifies specific elements in the vision, including a Native American canoe-carving center. More public process then lead to the adoption of a final park design in 2002. In 2005 a City Council ordinance accepting money from the Seattle Park Foundation and City Investors to supplement the Pro Parks funding for redevelopment according to the approved design.

There is no skatepark in the approved park design.



The area of the park design identified by New Ventures as a potential site for the skatepark is the designated location for the Native American canoe-carving center—a United Indians of All Tribes project. Removing this element from the plan, an element that has been specifically supported by the community over seven years of public review, and replacing it with a skatepark, simply does not make sense.

The consultant's scoring for criterion F, "No Strong Established Use at that Location" does not reflect the uses established by the adopted Master Plan. With an adopted Master Plan and construction scheduled to begin in the second quarter of this year, Parks would argue that, although the use is not physically in place, the use is strongly established. Yet, the consultants rated South Lake Union Park 4.7, out of a possible 5, on this criterion. For criterion G, "Available/No Constraints," South Lake Union was given a score of 4. Again, there is no recognition in this scoring of the extensive public review that preceded the existing Master Plan and that would be required to change it. Both of these criteria are given a 20% weight, 2 of the 3 highest weighted criteria, resulting in inappropriately high ranking of South Lake Union on the short list.

Another scoring issue is the consultant's application of the Bonus Criterion to South Lake Union Park. An additional .3 point (out of a possible .5) was awarded for the Bonus, but no explanation is given. Three of the 4 bonus items – accommodating a full-sized basketball court, expansion potential, and accommodating a spectator gallery – are only possible at South Lake Union through additional displacement of uses established in the Master Plan. The fourth item, community gathering potential, is a central feature of the Master Plan, but is this worthy of a bonus?

In addition to the considerable public process that would be required to amend the South Lake Union Master Plan to include a skatepark, there is the potential loss of significant funding to consider. The City recently accepted a \$5 million contribution from City Investors and the Seattle Parks Foundation for South Lake Union Park. What happens to this funding if we have to stop work on the project to begin a Master Plan amendment public process? In addition, development of the South Lake Union Park Master Plan is the signature fundraising effort of the Seattle Parks Foundation, which has pledged to raise an additional \$15 million for the project.

One issue not addressed by the consultant's evaluation of South Lake Union Park is the question of locating an 8,000 square foot concrete facility within the shoreline area. Is a skatepark a permitted use?

The City, the Seattle Parks Foundation and the hundreds of citizens involved in the multi-year planning have never envisioned South Lake Union Park as a site for a skateboard park. The use is not consistent with the maritime heritage and waterfront access emphasis of the Master Plan and consideration of adding a skatepark at this time in the process will significantly delay, if not totally derail the project.